



INVESTOR IN PEOPLE

Application No: GB 0214042.4
Claims searched: 1 to 9

Examiner: Richard C. C. So
Date of search: 23 September 2002

Patents Act 1977 Search Report under Section 17

Databases searched:

UK Patent Office collections, including GB, EP, WO & US patent specifications, in:

UK Cl (Ed.T): B7H (HDQ, HDT).

Int Cl (Ed.7): B60K (17/00, 17/22, 17/24).

Other: Online: EPODOC, JAPIO, WPI, TXTEP, TXTGB, TXTUS, TXTWO.

Documents considered to be relevant:

Category	Identity of document and relevant passage	Relevant to claims
Y	US 5014812 A (KAZAMA). See figures 1 and 2 in particular differential D, inboard joint JR1, outboard joint JR2, linkshaft 12, bearing 24, and support bracket 19.	1
Y	US 4799402 A (VAN DEST). See figures 1 and 2 in particular differential 7, inboard joints 14 and 21, linkshaft 19 and bearings 1a and 1b, and column 2 lines 54 to 57 and 62 to 64.	1
Y	JP 9068257 A (TOYOTA). See figures 1 and 6 and translated abstract.	1

X	Document indicating lack of novelty or inventive step	A	Document indicating technological background and/or state of the art.
Y	Document indicating lack of inventive step if combined with one or more other documents of same category.	P	Document published on or after the declared priority date but before the filing date of this invention.
&	Member of the same patent family	E	Patent document published on or after, but with priority date earlier than, the filing date of this application.



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Your ref: P3390.P4/DCC
Application No: GB 0214042.4
Applicant: Visteon Global Technologies Inc.

Examiner: Richard C. C. So
Tel: 01633 813756
Date of report: 24 September 2002

Latest date for reply: 22 December 2003

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Patents Act 1977

Combined Search and Examination Report under Sections 17 & 18(3)

Plurality of invention

1. Your claims define a number of separate inventions not forming a single inventive concept. The inventions are:

Claim 1: A driveline arrangement for a vehicle comprising:
a differential transmission placed eccentrically relative to the vehicle centreline;
a linkshaft;
a bearing for supporting said linkshaft; and
a composite linkshaft bracket used to support said bearing.

Claims 10 and 16: A composite linkshaft bracket used to support a bearing supported linkshaft in a vehicle comprising:
a composite upper portion; and
a lower portion coupled to said upper portion.

2. The common subject-matter, the shaft bracket appears not to be novel.

3. You will need to amend your claims, so that they relate to only one invention or inventive concept. You will also need to make consequential amendments to the description. You may wish to consider filing divisional applications. Any such applications should normally be filed no later than 3 months before the expiry of the period for putting the present application in order.

Scope of search

4. In accordance with Section 17(6), only the first of these inventions has been searched. The other inventions can be searched if you wish. In this case you will have to file a further Form 9/77 for each of the additional inventions to be searched.



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[Examination Report contd.]

What this report covers

5. I have not been able to consider the novelty or obviousness of the unsearched inventions.

Inventive step

6. The invention as defined in claim 1 is obvious in view of what has already been disclosed in the following documents:

US 5014812 A (KAZAMA). See figures 1 and 2 in particular differential D, inboard joint JR1, outboard joint JR2, linkshaft 12, bearing 24, and support bracket 19.

US 4799402 A (VAN DEST). See figures 1 and 2 in particular differential 7, inboard joints 14 and 21, linkshaft 19 and bearings 1a and 1b, and column 2 lines 54 to 57 and 62 to 64.

JP 9068257 A (TOYOTA). See figures 1 and 6 and translated abstract.

7. Documents US 5014812 A (KAZAMA) and US 4799402 A (VAN DEST) describe a driveline for a vehicle comprising a differential transmission placed eccentrically relative to the vehicle centreline, a first inboard joint coupled to one side of said differential transmission, a first interconnecting shaft coupled to said first inboard joint and to a first outboard joint, a linkshaft coupled to said differential transmission and to a second inboard joint, a second interconnecting shaft coupled to said second inboard joint and to a second outboard joint, and a bearing for supporting said linkshaft.. Document JP 9068257 A (TOYOTA) describes a composite linkshaft bracket (comprising a polymer holder with rubber cushioning body) used to supporting bearings of drive shafts and linkshafts. It would be obvious to the person skilled in the art to collocate documents 1 or 2 with document 3 to develop a driveline for a vehicle as defined in claim 1.

Clarity

8. It is not clear from the description what "composite" exactly covers. Page 2 lines 21 to 25 states that the composite linkshaft bracket formed from polymer only "preferably" including reinforcement. A polymer is not a "composite" per se.



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[Examination Report contd.]

Registered Trade Marks

9. You should not use the Trade Mark "Stanyl" in claims 9 and 14 because of potential uncertainty as to what is claimed.